Appendix C

Correspondence

STATE OF MISSOURI
Bob Holden, Governor • Stephen M. Mahfood, Director
DEPARTMENT OF NATURAL RESOURCES
www.dnr.state.mo.us

November 21, 2003

Ms. Diane Heckemeyer
State Design Engineer, Missouri Department of Transportation
601 West Main Street / P.O. Box 270
Jefferson City, MO 65102

Re: **SHPO Project Number 003-CM-04** – J5P0781 Camden / Miller 54 in Camden County, Missouri (FHWA)

Dear Ms. Heckemeyer:

Thank you for submitting information about the above-referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which require identification and evaluation of cultural resources.

After reviewing the report we find it to be adequate. In addition we concur that there will be **no historic properties affected** by the proposed project.

Please be advised that, if the project area is increased, cultural materials are encountered during construction or adjacent areas that may contain significant cultural resources may be adversely impacted, appropriate information must be provided to this office for further review and comment.

If you have any questions please write or call Brant Vollman at (573) 526-1680 or State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102. Please be sure to include the **SHPO Project Number (003-CM-04)** on all future correspondence relating to this project. If the information is provided via telephone call, please follow up in writing for our files.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

Mark A. Miles
Director and Deputy State
Historic Preservation Officer

MAM: bv

c: Mr. Don Neumann
Dr. Bob Reeder
Ms. Kathy Harvey

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Missouri
Department
of Transportation

MoDOT

Henry Hungerbeeler, Director

601 West Main Street
P.O. Box 270
Jefferson City, MO 65102
(573) 751-3597
Fax (573) 526-1300
www.modot.state.mo.us

November 13, 2003

Mr. Mark Miles, Director SHPO
MDNR/Outreach Assistance
P. O. Box 176
Jefferson City, MO 65102

Dear Mr. Miles:

Subject: Design
Route 54, Camden/Miller County
Job No. J5P0781
0.5 mile west of Rte. 42 to Bus. Rte. 54
Cultural Resources Survey Memo

Attached is a copy of a Section 106 Survey Memo detailing the results of a cultural resources survey conducted on the above referenced project. Also attached is a copy from a 7.5' USGS topographic map showing the areas surveyed, aerial photos and other information relating to the investigation.

Missouri Department of Transportation (MoDOT) cultural resources staff did not identify any archaeological resources within the area surveyed and no buildings that require assessment will be directly or indirectly impacted by the proposed projects. No existing bridges will be modified or replaced by this project. Based on this investigation, MoDOTs opinion is that MoDOT Job No. J5P0781 will not adversely affect any historic properties. Therefore, we believe that no additional cultural resources investigations are necessary for this project, and that the project should be allowed to proceed as planned. We request the concurrence of the State Historic Preservation Office in this matter.

Should you or any of your staff have any questions, please contact Larry Ayres, MoDOT archaeologist, at 573-526-7836 or by e-mail at ayresl@mail.modot.state.mo.us.

Sincerely,

Robert L. Reeder

Robert L. Reeder
Cultural Resources Coordinator

la

Attachments

Copies: Mr. Steve Mahfood-MDNR
Mr. Roger Schwartze-5ao
Mr. Joe Jones-de

STATE OF MISSOURI
Bob Holden, Governor • Stephen M. Mahfood, Director
DEPARTMENT OF NATURAL RESOURCES
www.dnr.state.mo.us

JUL 30 2003

Mr. Don Neumann
Programs Engineer
Federal Highways Administration
209 Adams Street
Jefferson City, MO 65101

Mr. Kevin Keith
Chief Engineer
Missouri Department of Transportation
P.O. Box 270
Jefferson City, MO 65102

RE: Route 54 Expressway, Miller and Camden Counties, Missouri, Draft Environmental Assessment

Dear Messrs. Neumann and Keith:

Thank you for the opportunity to review and respond to the Draft Environmental Assessment (DEA) for the Route 54 Expressway project. The department's comments on this DEA are enclosed.

We ask that these comments be addressed as part of our comments on the DEA and that they be included as part of the Final EA in order to better formalize the comment process. If you have any questions or need clarification, please contact me or Ms. Jane Beetem, telephone number 573-522-2401. Her address for correspondence is Department of Natural Resources, P.O. Box 176, Jefferson City, MO 65102. Again, we appreciate the opportunity to provide comments on this transportation project. Thank you.

Sincerely,

DEPARTMENT OF NATURAL RESOURCES

Stephen Mahfood
Director

SM:jbd

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COMMENTS OF THE MISSOURI DEPARTMENT OF NATURAL RESOURCES JULY 30, 2003

DRAFT ENVIRONMENTAL ASSESSMENT ROUTE 54 EXPRESSWAY DRAFT ENVIRONMENTAL ASSESSMENT, MILLERAND CAMDEN COUNTIES

Water Resources

Figures 2-2 through 2-7 indicate that the alternatives proposed will cross Pogue Hollow Creek . Bridges are preferable over culverts because they minimize impacts to aquatic resources. Bridges reduce the amount of stream channelization, are less likely to become clogged with debris, and allow for natural substrate and vegetation to remain in place. In general, culverts should be designed so that they do not change the low-flow characteristics of the streams. Culvert designs that allow the original substrate to remain intact are preferable (e.g., using arches instead of boxes). Efforts should be made to use bio-engineered structures when constructing stream crossings, such as incorporating native plant material into bank stabilization areas. This way, the connectedness of the continuous riparian corridor is maintained, and water quality is improved through shading, interception of run-off, etc. Grade controls may be necessary to control any headcuts/channel incision that may occur from this project.

The use of retaining walls, geotextile-reinforced soil, and other soil stabilizing techniques that would minimize impacts to streams by reducing the length of the side-slopes is recommended.

Efforts should be made to landscape right-of-ways with native plant material that will require little long-term maintenance/mowing. By reducing or ceasing to mow these areas, the amount of water intercepted and retained by vegetation will increase, reducing erosion and peak flows. Sediment control during storm events will be very important as the drainage will go directly back to the Lake of the Ozarks. Vegetation also provides filters and can absorb some roadside contaminants that may flow into a lake that already has pollution problems. Using native vegetation will benefit aquatic organisms that have terrestrial life stages.

Hazardous Wastes

The Budget and Planning Section of the department's Hazardous Waste Program maintains a database of registered Missouri hazardous waste generators. Missouri hazardous waste generators are required to report all hazardous waste they generate. The section conducted a database search for generators in the areas of the projects and identified three sites registered as hazardous waste generators in the project area. A list of these sites is attached.

The Tanks Section maintains a database of active underground storage tanks and release sites. The Tanks Section requires notification of release, abatement, and corrective action at tank release sites. A database search was conducted for registered tank sites in the

areas of the projects, and 41 sites were found in the project area. A list of these sites is attached.

The project planners will need to determine whether these sites are located within the actual areas of concern. The program recommends additional investigation of any sites or facilities identified within the area of concern be undertaken. The planners should review the department's files and the Environmental Protection Agency (EPA) Region VII files as part of their investigation for additional information on facilities or sites named. Based on current information, the Federal Facilities, Permits, Enforcement, Superfund and Voluntary Cleanup Sections did not identify any additional sites or impacts in the project area.

We cannot guarantee that there are no other facilities or sites in the area. It is possible that unreported facilities or contaminated sites, of which the program is either not aware or with which they are not actively involved, may exist in this vicinity.

Further research may be pursued through the EPA's tracking record, Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS), which lists all sites suspected of having had a release of a hazardous substance. To request information regarding the EPA's CERCLIS record, please contact Karen Flournoy of the U.S. EPA Region VII at (913) 551-7003.

Paper files regarding complaints, spills, and closed investigations may be available in the central file facility. If the planners wish to review files in person, they may contact the file manager, Rhonda Loveall, at (573) 751-3176.

Any waste or debris produced or encountered during construction should be properly characterized, managed, and disposed of during the construction process. In the event that waste suspected to be hazardous is encountered, construction activities should be stopped and the Hazardous Waste Program should be notified.

Parks and Recreation

Although a portion of Lake of the Ozarks State Parks is adjacent to and within the project area and has been impacted by a previous project (project no. J5P0309B), the current project easements will not encroach on park boundaries. Regarding lands that may be protected by the Land and Water Conservation Fund (LWCF), there do not appear to be any other public lands affected by this project.

Known Hazardous Waste Generator Sites Data Extraction for Camden and Miller Counties. 7/21/03

MO. ID	EPA ID	FACILITY STATUS	FACILITY NAME	FACILITY ADDRESS	FACILITY CITY	ZIP	COUNTY	LATITUDE	LONGITUDE	GEO METHOD	GEO ACCURARCY
027952	MO0000933705	INACTIVE	WAL MART #815	RT. 3, BOX 4125 HWY 54	OSAGE BEACH	65065	CAMDEN	38.14990	-92.61670	G1	8
016397	MOD985817584	INACTIVE	LAMAR ADVERTISING OF MO	3877 HWY 54	OSAGE BEACH	65065	CAMDEN	38.15920	-92.60577	G1	8
029518	MOR000002667	INACTIVE	CHALLENGE PRODUCTS INC.	1100 BLUFF DR	OSAGE BEACH	65065	CAMDEN	38.15739	-92.61422	G1	8

Source: DNR Fees and Taxes Database

Underground Storage Tank Sites Near Lake Ozark and Osage Beach

Facility Name	Facility Id	Remediation Id	Address	Facility City	Facility Zip	County
KALFRAN LODGE	ST0004836		1090 KALFRAN DR	OSAGE BEACH	65065	Camden
COMPASS POINTE RESORT	ST0021051		1155 RED BUD ROAD	OSAGE BEACH	65065	Camden
SHOOTERS 21	ST0021088		1522 NICHOLS RD	OSAGE BEACH	65065	Camden
BIG BOYS LITTLE STORE	ST0000978	R003291	3932 S HWY 54	OSAGE BEACH	65065	Miller
SUPER CENTER CONOCO	ST0009360		4294 EAST HWY 54	OSAGE BEACH	65065	Camden
OSAGE BEACH BP	ST0008937		4791 HWY 54	OSAGE BEACH	65049	Miller
MPC 6	ST0013103		4817 HWY 54 & MCFIELD RD	OSAGE BEACH	65065	Camden
HAWK'S NEST RESORT	ST0004838		5136 HWY 54, RT 2 BOX 3980	OSAGE BEACH	65065	Camden
OSAGE BEACH HEALTH CARE	ST0019846		5429 LAKE RD	OSAGE BEACH	65065	Camden
RAPID ROBERT S #113	ST0011763		5449 STATE HWY 54	OSAGE BEACH	65065	Camden
PIT STOP	ST0020964		5682 ALONA POINT	OSAGE BEACH	65065	Camden
OSAGE BEACH JIFFY STOP	ST0011734		5940 HWY 54	OSAGE BEACH	65065	Camden
ELDORADO MOTOR LODGE	ST0004843		HWY 54	OSAGE BEACH	65065	Camden
CROWELL BUILDING	ST5800161	R001808	HWY 54	OSAGE BEACH	65065	Camden
GLAIZE STANDARD SERVICE	ST0004854		HWY 54	OSAGE BEACH	65065	Camden
LINK'S LANDING, INC	ST0007418		HWY 54	OSAGE BEACH	65065	Camden
PUTT N STUFF MINI GOLF	ST0020254	R002617	HWY 54 - ACROSS FACTORY MALL	OSAGE BEACH	65065	Camden
HOOK, LINE & SINKER	ST0020649		HWY 54 & DAM ROAD	OSAGE BEACH	65049	Miller
ZIP STOP OSAGE BEACH	ST0011370		HWY 54 @ LAKE ROAD, RT KK	OSAGE BEACH	65065	Camden
CLOWN & POOP DECK	ST0004848		HWY 54 S GLAIZE BRIDGE	OSAGE BEACH	65065	Camden
LAKELAND PETROLEUM CO	ST0004851		HWY 54 W	OSAGE BEACH	65065	Camden
SKY HARBOR LAKESIDE RESORT	ST0004850		LAKE RD 54-24	OSAGE BEACH	65065	Camden
KIRKWOOD LODGE	ST0019190		LAKE RD 54-24	OSAGE BEACH	65065	Camden
THE PONDEROSA	ST0004846	R005167	LAKE RD 54-29	OSAGE BEACH	65065	Camden
PLA-MOR RESORT	ST0018960		LAKE RD 54-37	OSAGE BEACH	65065	Camden
ROBERT A. RIDGWAY	ST0004844		LAKE RD 54-43	OSAGE BEACH	65065	Camden
RUN ABOUT MARINA	ST0004847		LAKE RD 54-63	OSAGE BEACH	65065	Camden
MOORINGS YACHT CLUB INC	ST0020536		LK RD 54-49	OSAGE BEACH	65065	Camden
MICHAELS STEAKHOUSE	ST0020891	R007327	P O BOX 133	OSAGE BEACH	65065	Camden
LAKE OF THE OZARKS GENERAL HOSPITAL	ST0004853		PO BOX 187CB	OSAGE BEACH	65065	Camden
YACHT CLUB MARINA	ST0018961		RT 1 BOX 230	OSAGE BEACH	65065	Camden
THE KNOLLS MARINA CORPORATION	ST0004845		RT 1 BOX 435 (190-43)	OSAGE BEACH	65065	Camden
DIV OF STATE PARKS-CENTRAL WAREHOUS	ST0009195		RT 2 BOX 3625	OSAGE BEACH	65065	Camden
MPI 28	ST0008492	R004348	RT 3 BOX 4190 (4082 HWY 54)	OSAGE BEACH	65065	Miller
ST MARTINS STOVES	ST0004852		RT 3 BOX 4766	OSAGE BEACH	65065	Camden
ROBINS RESORT INC	ST0004841		RT 3 BOX 7310 LAKE RD 54-29	OSAGE BEACH	65065	Camden
BLUE HARBOR MARINA INC	ST0019491	R001005	RT 4 BOX 1740	OSAGE BEACH	65065	Camden
MARRIOTT'S TAN-TAR-A RESORT	ST0014005		STATE RD KK	OSAGE BEACH	65065	Camden
OSAGE BEACH MAINT BLDG	ST0012099	R002669	STATE RT 42	OSAGE BEACH	65065	Miller
FORMER SITE STATION	ST0006053		US HWY 54	OSAGE BEACH	65065	Camden
US ARMY LAKE OZARK RECREATION AREA	ST3901878	R007179		OSAGE BEACH	65065	Camden

Source: DNR Tanks Database

7/21/2003

Missouri Department of Transportation

MoDOT

Roger Schwartze, District Engineer

Central District
1511 Missouri Boulevard
P.O. Box 718
Jefferson City, MO 65102
(573) 751-3322
fax (573) 522-1059
Toll free 1-888 ASK MoDOT
www.modot.org

November 6, 2002

Mr. John Porth
Chairman- Public Infrastructure Advisory Committee
City of Osage Beach
Osage Beach City Hall
1000 City Parkway
Osage Beach, Mo. 65065

Dear Mr. Porth:

Thank you for your letter regarding our ongoing location study for the proposed improvement to Rte. 54 through your City. Receiving input from the City is important and will help us make informed decisions.

We are making progress in this effort and hope to have a decision regarding the concepts being considered by the end of the year, after which we will schedule a public hearing for public comment. It is important to keep in mind that this is preliminary planning at this stage and much more needs to be worked out including funding before we can move forward with this important improvement.

We appreciate the comments from your committee and look forward to continuing to work together with City officials to improve the transportation network through your community.

Sincerely:

Roger Schwartze
District Engineer
Central District

Copy: Mr. Steve Coates, MACTEC, Inc.
Mr. Bob Lynch, MoDOT Area Engineer
File

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Columbia Ecological Services Field Office
608 East Cherry Street, Room 200
Columbia, Missouri 65201
Phone: (573) 876-1911 Fax: (573) 876-1914

October 21, 2002

Mr. Kelly Cox
Missouri Department of Transportation
Design Division, Environmental Section
P.O. Box 270
Jefferson City, Missouri 65102

RE: Route 54, Job NO J5P0781

Dear Mr. Cox:

This letter is in reference to your April 4, 2002, request for information regarding the presence of fish and wildlife resources that may be affected by the above referenced road construction in Camden and Miller Counties, Missouri. This response is provided by the U.S. Fish and Wildlife Service (Service) under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.), the National Environmental Policy Act of 1969 (42 U.S.C. 4321-4327), the Migratory Bird Treaty Act (16 U.S.C. 703-712), and the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1543).

The federally threatened bald eagle (*Haliaeetus leucocephalus*) occurs in the project area. Bald eagles are common migrants and winter residents throughout the state and are uncommon breeders along some of the major rivers and larger reservoirs in the state. During winter, they congregate near rivers and reservoirs with open water and often near large concentrations of waterfowl. Wintering eagles usually occupy river habitats between November 15 and March 1, and use large diameter riparian tree species as daytime perches and night roosts. They usually perch within a riparian corridor or along lake shores and prefer areas with limited human activity. At night, wintering bald eagles may congregate at communal roosts and will travel as much as 20 kilometers (12 miles) from feeding areas to a roost site. The period January 1 to March 1 is important for initiating nesting activity; March 1 to May 15 is the most critical time for incubation and rearing of young.

Bald eagles are known to prefer trees greater than 11 inches in diameter (measured at breast height) and within 100 to 600 feet of water for perching sites. Eagles also tend to roost on the tallest trees (greater than 63 feet above ground level). Cottonwood (*Populus deltoides*) and sycamore (*Platanus occidentalis)* are often selected over other trees for perching and roosting. We recommend the project be designed to avoid the loss of trees matching these criteria.

In addition to avoiding adverse affects to federally listed species, the Service is also interested in minimizing potential impacts to other wildlife resources, particularly forest-interior birds. The Ozark Plateau Physiographic Area is largely blanketed by oak-hickory, oak-pine, and pine forest ecosystems. Many bird species of conservation priority have centers of abundance in this region.

For example, relative abundance data from the Breeding Bird Survey indicate that the physiographic area supports over 30% of the world's breeding population of Whip-poor-wills, over 15% of the world's breeding population of Kentucy Warblers and Summer Tanagers, and over 10% of the Worm-eating Warblers, Yellow-billed Cuckoos, and Acadian Flycatchers. Perturbations such as power gas pipeline rights-of-way, roads, cropland, livestock pastures, and suburban, urban, or commercial developments eliminate habitat for forest-interior birds and increase access to forest ecosystems for predators and brown-headed cowbirds. The proposed road alignment intersects a large tract of forest. We recommend avoiding or minimizing the fragmentation of this area to reduce impacts to migratory birds. Constructing the road along the outside edge of the forested tract (versus through the middle of the tract) would significantly reduce these impacts.

The proposed road alignment also intersects an intermittent stream in Pogue Hollow. If it is not feasible to avoid this stream, we recommend implementing the enclosed guidelines developed my the Missouri Department of Conservation (MDC) to reduce impacts of construction projects on streams.

If you have not already done so, please contact the MDC (Policy Coordination Section, P.O. Box 180, Jefferson City, Missouri, 65102-0180) for information concerning Missouri Species of Conservation Concern in the project area.

We appreciate the opportunity to provide the enclosed comments. Should you have questions, or if we can be of any further assistance, please contact Andy Roberts at (573)876-1911, extension 110 .

Sincerely,

Charles M. Scott

Charles M. Scott
Field Supervisor

enclosure

cc: MDC; Jefferson City, MO (Attn: Policy Coordination)
MODOT; Jefferson City, MO (Alan Leary)

ADR:ar:2002-0563

Introduction

The streams and rivers of Missouri support a wide and diverse community of wildlife that includes many species of mammals, birds, fishes, mussels, crayfish, and insects. The continued diversity and health of this community is dependent upon how well Missourians manage and protect this resource. While water quality is essential, maintaining a diverse array of habitat features also is essential for aquatic wildlife to persist. Since implementation of the Clean Water Act, point source pollution has been greatly reduced, but polluted and sediment-laden runoff (non-point source) from rural and urban development is still a serious problem.

There are management practices that can be implemented to prevent degradation of our streams and rivers. By adapting these best management practices we can prevent the loss of species diversity and maintain the quality of our lives as well. Preventative measures may require extra effort initially, but they provide long-term dividends by eliminating costly damage resulting from poor management practices.

Access and Staging Area Management Recommendations

Staging areas are those short- or long-term sites within a construction or development area where most equipment and materials are stored. These areas often are accessed frequently; and when fuel and oil are stored here, the potential for runoff and erosion in these areas may be high.

➙ Erosion and sediment controls should be installed and maintained to prevent discharge from the site.

➙ Staging areas for crew, equipment, and materials should be established well away from streams and rivers or highly erodible soils.

➙ Stationary fuel and oil storage containers should remain within a staging area or another confined area to avoid accidental spills into the stream systems.

➙ Excess concrete and wash water from trucks and other concrete mixing equipment should be disposed of where this material cannot enter the stream systems.

➙ If temporary roadways must be built, ensure that roadways are of low gradient with sufficient roadbed and storm water runoff drains and outlets. Containment basins, silt fences, filter strips, etc. should be included for retention of storm water runoff for reducing sediment introduction into natural waterways.

➙ Avoid stream crossings. If unavoidable, temporary crossings should be used. Temporary crossings should not restrict or interrupt natural stream flow. If temporary in-channel fill is necessary, culverts of sufficient size should be employed to avoid water impoundment and allow for fish passage.

Riparian Corridor Management Recommendations

The riparian corridor is the vegetation adjacent to a stream or river. This area is critical to the health and quality of the aquatic environment because of its ability to slow and reduce sediment and chemical runoff into the stream or river channel. A riparian corridor with a minimum width of 100 feet from the edge of the stream or river should be maintained along both sides of streams and rivers.

➙ Limit clearing of vegetation, including both standing and downed timber, to that which is absolutely necessary for construction purposes.

➙ Heavy equipment use within the riparian corridor should be restricted to minimize vegetation destruction and compaction of soils. Flagging or fencing areas that are not to be disturbed is helpful in alerting construction personnel.

➙ General application of pesticides, herbicides, or fertilizers within the riparian corridor should be prohibited to avoid water contamination due to over-spray or runoff. Fertilizer use or spot application of pesticides and herbicides is acceptable if appropriate non-restricted chemicals are used.

➙ Riparian areas located down slope of construction zones should be physically screened with sediment controls, such as silt fences or filter strips. Sediment controls should be monitored after rain and maintained for the duration of the project.

➙ All riparian corridors disturbed by the project should be revegetated immediately following or concurrent with project implementation. Appropriate native bottomland or riparian trees, shrubs, and grasses should be planted to ensure long-term stability in areas where the soil erosion threat is not critical. Annual non-native grasses such as rye or wheat may be planted in conjunction with native species to provide short-term erosion control. Areas judged to be subject to immediate soil loss due to steep slopes or other factors causing critical erosion conditions may be planted with non-native mixtures to assure rapid establishment and erosion control.

➙ Post-construction evaluation of vegetation establishment should be conducted at one month intervals for at least three months after completion of the project. Any recommended sediment controls should be inspected at these times. If determined beneficial to soil stability and not adversely impacting site function and/or aesthetics, recommended sediment controls should remain permanent.
➙ All temporary erosion and sediment controls should be removed (unless removal would cause further disturbance) and properly disposed of within 30 days after final site stabilization is achieved or after temporary practices are no longer needed.

Bank and Channel Management Recommendations

The structure of a bank is an important feature of a stream or river. It defines and provides stability for the channel.
➙ Bank stability will vary depending on height, slope, and soil conditions. Project engineers and hydrologists should thoroughly investigate the physical properties and hydrologic record of the proposed site before construction begins.
➙ Limit clearing of vegetation, including both standing and downed timber, to that which is absolutely necessary for construction purposes.
➙ Projects in which bank alteration is necessary should employ, to the highest degree possible, erosion prevention measures before actual excavation activities begin. These preventative measures should be monitored regularly and maintained for the duration of the project.
➙ Use of riprap for stream bank stabilization should be limited to those areas that could experience substantial erosion before adequate vegetation becomes established. The material for the rock blanket should consist of durable stone or broken concrete that is well graded. It is preferable that 40-60 percent of the material be as large as the thickness of the blanket, with enough smaller pieces of various sizes to fill the larger voids. It should not contain more than 10 percent of earth, sand, shale, and non-durable rock. Bank stabilization materials should allow for continuous passage of fish and other aquatic species.
➙ No permanent fill materials, other than design-approved structures and related bank stabilization materials, should be placed in the stream channel. Avoid channelization. Excavated materials should not be stored or stockpiled below the high bank.
➙ Work should be conducted during low flow periods when possible.
➙ Care should be taken to keep machinery out of the waterway as much as possible.
➙ Do not alter or remove natural stream features, such as riffles and pools.
➙ Large woody debris is an important habitat component of a stream and should not be removed unless absolutely necessary for construction and maintenance purposes.

Information Contacts

For further information regarding regulations for development near streams and rivers, contact:

Missouri Department of Conservation
Policy Coordination Section
P.O. Box 180
2901 W. Truman Blvd.
Jefferson City, MO 65102-0180
Telephone: 573/751-4115

Missouri Department of Natural Resources
Division of Environmental Quality
P.O. Box 176
Jefferson City, MO 65102-0176
Telephone: 573/526-3315

U.S. Army Corps of Engineers
Regulatory Branch
700 Federal Building
Kansas City, MO 64106-2896
Telephone: 816/983-3990

U.S. Environmental Protection Agency
Water, Wetlands, and Pesticides Division
901 North 5th Street
Kansas City, KS 66101
Telephone: 913/551-7307

U.S. Fish and Wildlife Service
Ecological Services Field Office
608 E. Cherry Street, Room 200
Columbia, MO 65201
Telephone: 573/876-1911

Disclaimer

These Best Management Practices were prepared by the Missouri Department of Conservation with assistance from other state agencies, contractors, and others to provide guidance to those people who wish to voluntarily act to protect wildlife and habitat. Compliance with Best Management Practices is not required by the Missouri wildlife and forestry law nor by any regulation of the Missouri Conservation Commission. Other federal, state or local laws may affect construction practices.

CITY OF OSAGE BEACH

Osage Beach City Hall 1000 City Parkway Osage Beach, MO 65065
City Hall [573] 302-2000 Fax [573] 302-0523

	Init	Copy	Assigned
DE - ENGINEER			
AE - DIST. ENG.			
CE - MAINT.			
CE - CONST. MGRS.			
AE - COLUMBIA			
AE - SEDALIA			
AE - JEFF CITY		✓	
AE - CAMDENTON		✓	
PROJECT MGRS.			✓
DESIGN			
PLANNING			
RIGHT OF WAY			
TRAFFIC			
LEGAL		✓	
PUBLIC AFFAIRS			
GEN. SERVICES			
SUPPORT SERV.			
HUMAN RES.			
BUS. & BENEFITS			
INFORMATION SYS.			
RISK MANAGEMENT			
CIRCULATE			
COPY ALL			

October 30, 2002

Mr. Roger Schwartze
Missouri Department of Transportation
1511 Missouri Boulevard
Post Office Box 718
Jefferson City, Missouri 65102

Dear Mr. Schwartze: 02-45-0016

The Public Infrastructure Advisory Committee of the City of Osage Beach was pleased to have Bob Lynch attend our meeting Tuesday evening. Bob provided an informative update on MoDOT projects, and advised the committee that MoDOT will soon be making a decision on the preferred design concept for the expressway segment between Wal-Mart and Business Highway 54.

The committee fully discussed the pros and cons of concepts A-1 and C^1. The committee discussed the desirable features of C^1 as its location on the less developed side of Highway 54 and its potential to open up new areas for development. The importance of including the ring road as part of the project was noted, as this will become prime commercial property. As part of this discussion, sentiment was expressed that MoDOT, in selecting the design specifics, be urged to take a global view and consider the long-term fiscal benefit, not only to the City of Osage Beach, but also to the State of Missouri. Action by MoDOT to include the ring road which would facilitate commercial development, would result in new revenue to the State of Missouri in terms of substantial new sales tax dollars.

The Public Infrastructure Advisory Committee voted to recommend to MoDOT the selection of alternative C^1 for this important expressway segment.

Your consideration of the committee's recommendation will be greatly appreciated.

RECEIVED
NOV - 1 2002
MO. HIGHWAY & TRANSPORTATION COMMISSION
DISTRICT 5

Sincerely,

John Porth
Chairman
Public Infrastructure Advisory Committee

JP/bdb/nav